

stairway would be impracticable, a vertical ladder may be used as the second means of escape.

**§ 92.10-20 No means for locking doors.**

(a) No means shall be provided for locking doors giving access to either of the two required means of escape, except that crash doors or locking devices, capable of being easily forced in an emergency, may be employed provided a permanent and conspicuous notice to this effect is attached to both sides of the door. This paragraph shall not apply to outside doors to deck-houses where such doors are locked by key only and such key is under the control of one of the vessel's officers.

**§ 92.10-25 Stairway size.**

(a) Stairways shall be of sufficient width having in mind the number of persons having access to such stairs for escape purposes.

(b) Vessels contracted for on or after January 1, 1959, shall meet the requirements of this paragraph. Special consideration for relief may be given in the case of small vessels if it is shown to be unreasonable or impracticable to meet the requirements.

(1) All interior stairways, other than those within the machinery spaces or cargo holds, shall have a minimum width of 28 inches. The angle of inclination with the horizontal of such stairways shall not exceed 50 degrees.

**§ 92.10-30 Dead end corridors.**

(a) Dead end corridors, or the equivalent, more than 40 feet in length shall not be permitted.

**§ 92.10-35 Public spaces.**

(a) In all cases, public spaces having a deck area of over 300 square feet shall have at least two exits. Where practicable, these exits shall give egress to different corridors, rooms, or spaces to minimize the possibility of one incident blocking both exits.

**§ 92.10-40 Access to lifeboats.**

(a) The stairways, corridors, and doors shall be so arranged as to permit a ready and direct access to the various lifeboat embarkation areas.

**§ 92.10-45 Weather deck communications.**

(a) Vertical communication shall be provided between the various weather decks by means of permanent inclined ladders.

**§ 92.10-90 Vessels contracted for prior to November 19, 1952.**

(a) Existing arrangements previously approved will be considered satisfactory so long as they are maintained in good condition to the satisfaction of the Officer in Charge, Marine Inspection. Minor repairs and alterations may be made to the same standards as the original design: *Provided*, That in no case will a greater departure from the standards of §§ 92.10-5 through 92.10-45 be permitted than presently exists. Nothing in this paragraph shall be construed as exempting any vessel from having 2 means of escape from all main compartments which are accessible to the passengers, if carried, or where the crew are normally quartered or employed.

**Subpart 92.15—Ventilation**

**§ 92.15-1 Application.**

The provisions of this subpart, with the exception of § 92.15-90, shall apply to all vessels contracted for on or after November 19, 1952. Vessels contracted for prior to November 19, 1952, shall meet the requirements of § 92.15-90.

**§ 92.15-5 Vessels using fuel having a flashpoint of 110 degrees or lower.**

(a) Where liquid fuel having a flashpoint of 110 degrees F. or lower is used for main or auxiliary machinery or for starting purposes, the spaces containing such machinery or fuel tanks shall have ventilation as required by this section.

(1) At least 2 ventilators fitted with cowls or their equivalent for the purpose of properly and effectively ventilating the bilges of every engine and fuel-tank compartment in order to remove any flammable or explosive gases.

(2) Vessels constructed so that the greater portions of the bilges under the engine and fuel tanks are open or exposed to the natural atmosphere at all